

The Evening Argus.

ROCK ISLAND, ILL. TUESDAY EVENING, FEB. 25, 1862

Medical.

SMITH'S GREAT ELECTRIC OIL!!!
GENUINE!
IS AMBER COLOR.

DR. SMITH'S ELECTRIC OIL

Is the most beautiful combination ever discovered for Pain. Try it on a lady's gathered breast and see how soon it soothes, how quickly all her swelling is removed.
It cures cramps in 10 minutes.
It cures headache in 20 minutes.
It cures Rheumatism in 10 minutes.
It cures Neuralgia in 10 minutes.
It cures Burns in 24 hours.
It cures Erysipelas in 2 days.
It cures many complaints of a painful and inflammatory nature, such as anything else, and is the most soothing of all known medical applications.

DR. SMITH'S ELECTRIC OIL.

is the only Genuine Electric Oil ever known, and it has cured more than 400,000 people!
A single application in painful cases, will demonstrate its power and pleasantness.
Read what Dr. J. O. Boggs says: "he is one of the first men in Westport, Mo., and keeps a large drug store!"

WESTPORT, July 11th, 1859.
"Some two years ago, a lady of this place was, after confinement, attacked with inflammation of one of the breasts, which for several days resisted all the usual remedies in such cases. The swelling and soreness was as great as in any case I had witnessed. I was induced to try Smith's Electric Oil, and was perfectly satisfied and pleased to find in half an hour after its application, that the soreness and swelling had entirely subsided."
J. O. BOGGS, Druggist

The Genuine Electric Oil

Ask to look at it, and you will be fully satisfied if it is the Original Electric Oil, prepared by Dr. Smith. No person would use a counterfeiter if he knew it, and it is an imperative duty to admonish all to be careful, and always ask for "Dr. Smith's Electric Oil." All the best dealers sell it, most are acquainted with its virtues.
ALVORD & VAN PATTEN are regular agents of the genuine Oil, in Davenport, Iowa, and CLAUDE SPEIDEL, in Rock Island, Ill.
G. B. SMITH, M. D.
Dr. Smith may be consulted free.

Home Insurance Co.,

OF

NEW YORK CITY,

1862.

STATEMENT OF THE

HOME INSURANCE COMPANY,

OF NEW YORK,

On the 1st Day of January, A. D. 1862,

Made to the Auditor of the State of Illinois,

Pursuant to the Statute of that State.

Name and Location.

The name of this Company is THE HOME INSURANCE COMPANY, incorporated in 1852, and located in the City of New York.

Capital.

The Capital of said Company actually paid up in cash, is \$1,000,000 00

The Surplus on the 1st day of January, 1862, is 466,187 65

Total amt of Capital and Surplus, \$1,466,187 65

Assets.

Amount of Cash in Continental Bk, N. Y., \$124,434 14

Amount of Cash in hands of Agents, and in course of transmission, 57,188 88

Amount of United States Treasury Notes, 7-30 market value, 50,000 00

Amount of United States Registered Stock 1861, market value, 8,800 00

Amount of Missouri State Bonds, 6 per cent, market value, 8,800 00

Amount of Ohio, 6 per cent, market value, 5,950 00

Amount of Tennessee Bonds, 6 per cent, market value, 8,600 00

Amount of Ohio, 6 per cent, market value, 4,611 00

Amount of Illinois, 6 per cent, market value, 8,000 00

Amount of Brooklyn City Water Bonds, market value, 9,650 00

Amount of Bank Stocks, market value, 65,225 00

Amount of Loans on Bonds and Mortgages, being the first lien of record on Unimproved Real Estate, worth at least \$172,900 — rate of Interest, 7 per cent, 910,219 53

Amount Loans on Stocks and Bonds, payable on demand, the market value of securities pledged, at least \$153,653, 120,300 00

Amount of Other Miscellaneous Items, 5,085 16

Amount Due for Premiums on Policies issued at Office, 1,643 63

Amount Bills receivable for premiums on Island Navigation, 22,711 99

Interest due, and accrued but not due, 29,348 85

\$1,521,268 08

Liabilities.

Amount of Losses adjusted, and due and unpaid, None.

Amount of Losses incurred and in process of adjustment, 17,440 25

Amount of Losses reported on which no action has been taken, 26,595 74

Amount of Claims for Losses resisted by the Company, 10,534 41

Amount of Dividends declared and due and unpaid, 510 00

Amount of Dividends either cash or scrip, declared but not yet due, None.

Amount of Money borrowed, None.

Amount of all other existing claims against the Company, None.

Total amount of Losses, Claims and Liabilities, \$50,080 43

CHARLES J. MARTIN, President.

J. MITCHELL SMITH, Secretary.

Agents for Rock Island, Illinois, FIELD & BLACKBURN.

CHICAGO & MILWAUKEE RAILROAD.

For Milwaukee, La Crosse, St. Paul, Oshkosh, Berlin.

And immediate points.

On and after Wednesday, December 4, 1861, Passenger trains leave depot, corner of West Main and Canal streets, Chicago, (Sundays excepted) as follows:

8:10 a.m. and 12:30 p.m. arrive in Milwaukee at 12:00 p.m. and 4:15 p.m.

Passenger trains arrive at Chicago at 11:20 a.m. and 5:00 p.m.

Waukegan Accommodation Train.

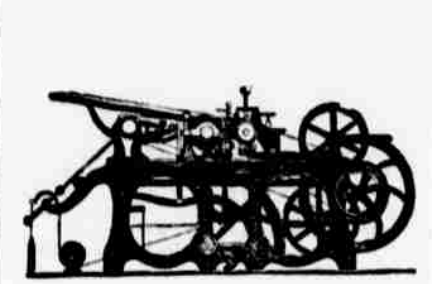
Leaves Chicago at 4:52 P. M.

Arrives at 5:40 A. M.

S. C. BALDWIN, Supt.

Printing.

ROCK ISLAND ARGUS



PREMIUM

Printing House!

Illinois Street, Opposite Post Office.

ROCK ISLAND, ILLINOIS.

Our Facilities for Executing

EVERY VARIETY OF

JOB PRINTING!

ARE

UNSURPASSED!

And will enable us to execute as

Good Work

AS ANY OTHER OFFICE IN THE CITY OR STATE.

AND AT PRICES

WARRANTED TO BE SATISFACTORY!

THE BOOK DEPARTMENT

Is amply supplied with material of every variety necessary to ensure punctuality and dispatch.

Constitutions, Articles of Incorporation,

And every other variety of Pamphlets printed at the shortest possible notice.

MERCANTILE PRINTING

OF EVERY DESCRIPTION, SUCH AS

Bills of Lading, Steamboat Blanks,

Hotel Registers, Bankers' Checks,

Receipts, Druggists' Labels,

Bills of Fare, Bill Heads,

Circulars, Ball Tickets,

Cards, Posters, Programmes,

Etc., Etc., Etc.

NEATLY AND HANDSOMELY DONE!

Mammoth Posters

Or Any Size or Shape, and in

ANY NUMBER OF FANCY COLORS.

ORNAMENTAL PRINTING

IN BRILLIANT COLORS.

IN GOLD, SILVER OR BRONZE.

Not to be Excelled Either in the East or West!

The material of this office has been selected with great care, and with an eye to the wants of the business community.

OUR TYPE IS NEW!

Consequently, it gives a clear and distinct impression. In addition to this, we employ the

FASTEST MACHINE PRESSES

To be Found in the West!

Thereby ensuring to all who favor us with work,

PUNCTUALITY!

And Reasonable Prices!

Railroads.

MICHIGAN CENTRAL RAILROAD.

Great Central Route to New York, New England and the Canadas.

On and after SUNDAY, Nov. 3, 1861, trains leave the Great Central Union Depot, of Lake street, Chicago, as follows:

6:00 A. M.—Day Express (except Sunday) arrives at Detroit 6:00 a.m.; Suspension Bridge 6:25 p.m.; Albany 6:15 a.m.; New York 9:00 p.m.; Boston 12:20 p.m.

6:30 P. M.—Night Express (except Sunday) arrives at Detroit 6:30 a.m.; Suspension Bridge 6:55 p.m.; Albany 6:45 a.m.; New York 12:00 m.; Boston 4:30 p.m.

Cincinnati trains, via M. C. Railroad, leave Chicago at 6:00 a.m. Mail Train: 8:30 p.m. Fast Express: Arrive in Chicago at 7:00 a.m. East Express, and 11 p.m. Night Mail Train.

The 8:00 p.m. train leaving Chicago runs through to Chicago without change of cars or baggage.

SALISBURY'S PATENT DUSTERS

are run on day express trains.

Patent Sleeping Cars on Night Trains.

Baggage Checked Through.

THROUGH TICKETS for sale to all principal railroad offices in the West, at the general office, corner Lake and Dearborn streets (under the Tremont House, Chicago), and at the Depot.

The 8:00 p.m. train leaving Chicago runs through to Chicago without change of cars or baggage.

W. H. SMITH, General Supt.

Western Passenger Agt.

THE PENNSYLVANIA CENTRAL R. R.

Is a First Class Road in all respects,

With 255 MILES OF DOUBLE TRACK.

Three Daily Trains

(With connections from all points west.) from Pittsburgh and Philadelphia, all connecting direct to New York.

Morning Mail, Afternoon Fast Line, Night Express.

ONE TRAIN DAILY

From Pittsburgh to New York (420 miles) without change of cars.

VIA ALLENTOWN & EASTON.

With direct connections from Western Cities, Arriving hours in advance of other routes, en route for Boston by rail or boat lines.

Express trains run daily; others, Sundays excepted.

NINE DAILY TRAINS

From Philadelphia to New York. Tickets good on any line or train.

New York or Boston Tickets via Pittsburg, good via Philadelphia or Allentown.

Boat Tickets to Boston good via any of the boat lines.

TWO DAILY CONNECTIONS

From Harrisburg to Baltimore and Washington. Baggage checked through—all transfers free.

Fore Always as Low as any Other Route.

BUY TICKETS VIA PITTSBURG.

Tickets for sale at ALL MAIN OFFICES.

By this route freights of all descriptions can be forwarded from Philadelphia, New York, Boston or Baltimore to and from any point on the railroad in Ohio, Kentucky, Indiana, Illinois, Wisconsin, Missouri, Kansas, Arkansas and Red rivers; and at Cleveland, Sandusky and Chicago, with steamers to all ports on the North-western lakes.

Merchants and shippers entrusting the transportation of their freight with this company can rely with confidence on its speedy transit.

The rates of freights to and from any point in the west by the Pennsylvania railroad are at all times as favorable as are charged by other railroad companies.

Be particular to mark packages "via Penna. R. R."

R. J. SNEEDER, Philadelphia.

MARGRAW & KINGS, 30 North street, Baltimore.

LEACH & CO., No. 2 Astor House, or No. 1 South William street, New York.

LEACH & CO., No. 77 State street, Boston.

H. H. HOUSTON, Gen'l Freight Agent, Phila.

L. L. HOUSTON, Gen'l Freight Agent, Phila.

EXCHIEF LEWIS, Gen'l Supt., Allentown, Pa.

CHANGE OF TIME.

WINTER ARRANGEMENT.

Michigan Southern & Lakeshore R. R.

On and after SUNDAY, Nov. 3d, and until further notice, trains will leave Chicago as follows:

NEW YORK DAY EXPRESS:

6:00 A. M. Daily, except Sunday, via old Michigan road, connecting at Elkhart with train for Air-Line road, at White Plains with train for Three Rivers, at Adrian with train for Jackson; at Air Line Junction with trains for Monroe and Detroit.

NIGHT EXPRESS:

6:30 P. M. Daily, except Saturday, via old Michigan road, connecting at Adrian with trains for Detroit.

Trains arrive from the East at 10:45 a.m. and 11:00 p.m.

All the above trains make regular connections to Danbury, Buffalo, Niagara Falls, Albany, New York, Boston, Philadelphia, Baltimore and all other points east.

Saturday's Night Express runs on all the trains. Luxurious new sleeping coaches, with all modern improvements, run on night trains between Chicago and Cleveland without change.

Through tickets can be obtained at the company's office 65 Clark street, under the Sherman House, or at the depot, corner Van Buren and Sherman streets.

JOHN D. CAMPBELL, Gen'l Supt., Toledo, O.

Gen'l Western Agt.

NEW YORK AND ERIE RAILROAD.

Great Broad Gauge, Double Track and Telegraph Route

TO

NEW YORK, BOSTON

And all Eastern Cities,

CARRYING THE

GREAT WESTERN U. S. MAILS.

EXPRESS TRAINS leave Dunkirk daily, on arrival of all trains on the Lake Shore Road, from Cleveland, Cincinnati, Toledo, Chicago, Milwaukee, St. Paul, St. Louis, and run through to New York without change.

THE ONLY ROUTE running cars through from the Lakes to New York City. Splendid ventilated sleeping cars run on Night Trains.

Baggage checked through. Fare always as low as by any other route.

Boston Passengers and their Baggage transferred Free in New York.

Be particular and call for Tickets via Dunkirk, and the New York and Erie Railroad, which are sold at all the principal Railroad Offices in the West.

This road affords facilities for shipment of Freight, superior to any other route.

AN EXPRESS FREIGHT TRAIN leaves New York daily, making close connections through to all points West, and quicker time than ever before made on any line.

For Freight Rates, enquire of J. C. Ostman, 220 Broadway, New York; J. W. Jewell, 15 State Street, Boston, Mass.; or of Jacob Forsyth, Freight Agent, 64 Clark Street, Chicago.

CHAS. MINOT, Gen'l Supt.

Railroads.

Chicago & Rock Island Rail Road.

CHANGE OF TIME.

WINTER ARRANGEMENT.

On and after Sunday, February 2nd, 1862, until further notice, trains will leave Rock Island Station as follows:

DAILY EAST.

Day Express and Mail train at 9:30 a.m., arriving in Chicago at 5:45 p.m.

Through freight train at 9:45 a.m., arriving in Chicago at 4:30 p.m.

Night Express at 5:25 p.m., arriving in Chicago at 11:15 a.m.

TRAINS ARRIVE FROM THE EAST:

Night Express at 9:15 a.m., leaving Chicago at 11:15 p.m.

Through freight at 1:45 p.m., leaving Chicago at 7:45 p.m.

Day Express and Mail at 7:45 p.m., leaving Chicago at 11:40 a.m.

All trains over this road are in direct connection at Chicago with trains over the Michigan Southern, the Michigan Central, and the Pittsburgh and Fort Wayne Railroad, to and from Detroit, Toledo, Cleveland, Columbus, Cincinnati, Pittsburgh, Dunkirk, Buffalo, Niagara Falls, Albany, New York, Philadelphia, Baltimore, and Washington.

Also at the depot of the Illinois Central Road, North to Galena and South to St. Louis, Cairo, Memphis and New Orleans, to which places tickets can be procured at this office.

Ticket Agt. R. R. Depot, Rock Island.

Passengers are reminded of the necessity of giving distinct directions as to the destination of their baggage, also to procure tickets before taking their seats in the cars, as the conductors collect fares only to stations on the line of the Chicago and Rock Island Railroad.

JOHN F. TRACY, Supt.

W. H. WHITMAN, Asst. Supt.

Galena and Chicago Union Railroad.

WINTER ARRANGEMENT.

ON AND AFTER MONDAY, Dec. 2nd, 1861, trains will leave Wells street depot, Chicago, as follows (Sundays excepted):

11:45 a.m. and 9:15 p.m. for Belvidere, Rockford, Freeport, Warren, Galena, Danville, Danville and intermediate places.

11:45 a.m. and 11:25 p.m. for Dixon, Polo, Fulton, Cedar Rapids and intermediate points.

4:00 p.m., Rockford Accommodation and Fox River Valley.

5:00 a.m. Geneva Accommodation.

Trains arrive as follows:

At 3:30 p.m. and 5:00 a.m. from Danville, Galena, Freeport, etc.

At 3:30 p.m. and 4:45 a.m. from Cedar Rapids, Fulton, Dixon, etc.

Sleeping cars on night trains.

G. M. WHEELER, Gen'l Supt.